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Foreign Mackerel.

The demand for jobbing lots of spot Norways is fairly active and the market is strong, with a tendency toward higher prices, though no actual advance has taken place at the date of writing, says the Fishing Gazette. Reports from Norway of a probable combination of leading shippers, under government sanction, has had a stiffening effect and stocks here are being rapidly reduced. We imagine that an advance is due at no distant date.

A letter from Strohmeier & Arpe, dated March 31, says: "Nothing new has developed in regard to the Norwegian mackerel situation since our last report. We have addressed an open letter to the fishermen in Norway and Sweden and this letter has been reprinted in practically all the Norwegian and Swedish papers and has naturally created quite a lot of controversy. As a whole we have recommended to the fishermen to stand on their own feet and not sell themselves body and soul to a combination who would control buying and selling prices."

Early Arrivals at Lunenburg.

The recent arrivals at Lunenburg, N. S., from the Grand Banks report the weather cold, the seas rough, and fish plentiful. The schooner Jennie E. Duff, Capt. Wambach, with 250 quintals arrived in port late on Saturday night, having had the rudder carried away with a heavy sea on the Banks. Capt. Wambach was able to navigate all the way home without steering gear of any kind, by simply manipulating his sails, which is considered a feat in seamanship.

Some of the Catches—The following vessels have also arrived and their fares are:

Qtls.

Warren Winters, Silver,	300
Muriel Winters, Winters,	400
Jennie Duff, Wambach,	250
M. M. Gardner Bachman,	400
W. T. Wight, Knock,	450
Lillian Corkum, Corkum,	350
R. L. Borden, Himmelman,	450
Revenue, Moshman,	400

Land Halibut at Halifax.

Several schooners arrived at Halifax Tuesday with large catches and to replenish their stores and take on bait. The Nova Scotia schooner Ella May brought in a particularly fine catch of 27,000 pounds of halibut and 5,000 shuck, which was sold to the North Atlantic fisheries, the crew sharing \$92 to a man. The cook of the vessel who did a little bit of fishing on his own hook, cleared \$121. The Ella May left Halifax on March 24, and for a three week trip at this time of the season is a splendid fare. Very rough weather was experienced on the banks, causing slight damage to some of the deck fittings.

The schooner Delwanna brought in a fair catch of some 17,000 pounds, which was sold to Boutillier's fish market.

Another vessel, the Hazel S. Ritcey, arrived with a cargo of 200 quintals of salt fish and some 300 pounds of haddock. Besides these a few other schooners put in with fairly good sized fares.

Seven schooners cleared Monday for the banks, the D. G. Eisnor, the Hazel S. Ritcey, the Falka, the Millie Louise, the Ella May, the Delawanna, and the Commonwealth.

Chance for Herring Cures in British Columbia.

Reports from Canadian markets indicate that fresh fish is scarce in the East, and that lobsters are almost unobtainable.

A writer in "The Fishing News," a Scottish paper, claims that a great opportunity for some enterprising curer or curers of herring exists in British Columbia. The article goes on to say: "The herrings are on the coast all right, and right on the low shore at that. Out in the gulf the water is alive with them, and a steam drifter would soon put its nets to the bottom. The demand, unfortunately, is all local for sale in the city either as fresh or kippered, and until the field for cured herring is exploited the prospects for the fishermen are just bread and butter. With regard to the herrings themselves, they are of very good quality in size and appearance resembling most of all Yarmouth herring. Fishermen have told me that out in the gulf they have seen very large herring playing, but on the in-shore the size is medium. An idea can be had of the quantity caught on the sandbanks in from 6 to 15 fathoms when it is known that the fishermen shoot their 200 fathom net only twice, once at sun-down and once again at sun-up. Half an hour in the water at these times suffices to give them from half a ton to two and a half tons of fish. One hundred pounds roughly fills a quarter cran basket, so that a ton of fish runs about two and a half crans. They sell from a cent a pound upwards."

Prof. Edw. E. Prince, the fisheries expert of the Department of Marine and Fisheries, is now on his way to New Zealand. The government there has requested his services in an advisory capacity, as a department is to be formed for the propagation and conservation of the fisheries. The Canadian Government has loaned Prof. Prince for three months.

Put Gasoline In Water Tank.

Sch. Francis V. Sylvia was forced to return to Pensacola Friday morning, when it was discovered that kerosene had been put in the water tank. It is believed that spoiling the water supply was the work of some mischievous person as another vessel some time ago was forced to return when a dead pig was found in the water tank.

Storm Ties Up Gill Netters.

The high wind yesterday kept nearly the entire gill netting fleet in. Only three crafts lifted securing 12,000 weight. On account of the storm again today, all are tied up in port.

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Portland Fishing Arrivals.

Another beam trawler was tied up at the wharf at the Burnham & Morrill factory Wednesday, the steamer Ripple having come in the night before with about 115,000 pounds of fish. Nearly 1,000,000 pounds of fish have been landed within the past two weeks at the above establishment, and the handling and canning of this immense quantity in addition to the ordinary business carried on there is giving employment to a large number of people.

STOCKED \$130,000 IN THREE YEARS

Phenomenal Record of Captain Fred Thompson in Sch. Gov. Foss—This Winter's Mark of \$28,000 a New High Record.

All records in the winter's fresh haddock fishery have been broken this season, the trim sch. Gov. Foss, Capt. Fred Thompson, having established a new mark which has set the fleet a talking. To be exact about it, the craft has stocked the fine sum of \$28,000 in six and one-half months time, while her total stock for the year ending April 13 is over \$46,000.

The big winter's works of Capt. Martin L. Welch, Capt. Joshua W. Stanley, Capt. William H. Thomas and others a few years ago set the high mark in the vicinity of \$22,000 and \$23,000. This winter, however, several of the fleet have exceeded this figure. It has been a banner season for the Foss both as to big trips and fancy prices, Capt. Thompson always hitting the market at a most favorable time.

Capt. Thompson commenced his

season April 18 last year, and fished halibuting to September 28, when he shifted over to haddock. Up to April 13, his good craft made 22 trips and stocked \$46,488.75 clear of wharfage, commissions, etc., each of the crew sharing \$1016 clear to a man.

The Foss has been a regular money-making machine ever since she went into commission, May 18, 1912. She has been in command of Capt. Thompson all the time, and the first year stocked \$42,000 and the next, \$41,000 which added to this year's big work makes a total of nearly \$130,000.

Capt. Thompson's rise to the front rank of high liners has been phenomenal, and his three years' record is one that will long stand forth in the fisheries. He is one of the youngest school of skippers, a genial and most affable fellow to meet, and every inch a hustler and hard worker. His large host of friends wish him a continuance of success, which he has fairly earned by hard work and good judgment.

T WHARF CATS ON THE HIKE.

Quit Old Home for New Fish Pier by Night.

Police officers and others whose duties or mode of living bring them to the vicinity of the Northern avenue bridge, Boston, late at night have been wondering why it is that a line of cats has been seen nearly every night for the past week wending its way over toward the South Boston flats. The reason for the exodus of cats from the city proper to the lower end of South Boston has just been learned.

A curious police officer said that he watched some of the felines several nights ago and discovered that they came from T wharf and were headed for the new fish wharf in South Boston.

When the headquarters of the fishing industry moved from T wharf to the new Commonwealth fish pier a short time ago many of the homeless wharf cats were left behind on T wharf. With the departure of the fishing vessels and stores the only thing that looked natural at T wharf was the army of cats. The army is being rapidly depleted, and at the rate the cats are now migrating to South Boston T wharf will soon be catless and the new pier will be well supplied with mascots.

LITTLE CRAFTS REACH KEY WEST

A letter received from Capt. Dean S. Crocker, who started for Gulfport, Miss., with sch. N. A. Rowe, 11 weeks ago, the schooner having been sold to parties at that place, announcing the arrival of schooner at Key West, Florida, on Saturday, having been delayed on the passage by storms.

Sch. Cherokee which was also sold to southern parties and sailed about the same time, was also at Key West. No details of the trip were written but are expected later.

The N. A. Rowe was expected to proceed to the fishing grounds from Key West and secure a trip of fish before proceeding to her home port.

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NO ARRIVALS HERE TODAY

**Gale Held Gill Netters In
Yesterday—Fleet Is Out
This Morning.**

It was the quietest day at this port today for several weeks, not a fish arrival being in up to noon.

The heavy gale yesterday held the gill netters storm-bound and no lifts were made. All the boats were out this morning and some of them will lift the first time for two days.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

No arrivals today.

Vessels Sailed.

Sch. Arthur James, south mackerel seining.

Sch. Benjamin A. Smith, south mackerel seining.

Sch. Yakima, halibuting.

Sch. Premier, Cape North shacking.

Sch. Maxine Elliott, flitching.

TODAY'S FISH MARKET.

Salt Fish.

Handline Georges codfish, large, \$5 per cwt.; medium, \$4; snappers, \$3.

Eastern halibut codfish, large, \$5; medium, \$4.50.

Georges halibut, codfish, large, \$5.50; mediums, \$4.50.

Cusk, large, \$2.50; mediums, \$2; snappers, \$1.50.

Haddock, \$2.00.

Hake, \$2.00.

Pollock, \$1.75.

Fresh Fish.

Splitting prices:

Haddock, \$1.10 per cwt.

Cod, large, \$2.25; medium, \$1.85; snappers, 75c.

All codfish, not gilled, 10c per 100 pounds less than the above.

Hake, \$1.10.

Cusk, large, \$1.75; medium, \$1.25; snappers, 50c.

Pollock, 90c.

Fresh halibut, 11c per lb. for white, and 9c gray.

STORM WRECKED LOBSTER POTS

Much damage it is believed has been done by the storm to the lobster industry, especially at Rockport where the fishermen have their pots well outside. Drifting buoys and slats out in the bay yesterday indicated the destruction done by the elements and many pots it is believed have been lost.

TIME IS NOW RIPE FOR CONCESSIONS

**Moses H. Nickerson Says Fishermen's
Case Should Be Pressed at Ottawa—
Clear, Concise Citation of How the
Modus Vivendi Came About.**

The city editor of the Times has received the following interesting letter from Moses H. Nickerson, a personal friend and for years a most noted advocate of the rights of the fishermen, not only the fishermen of his own country, Nova Scotia, but also and particularly of late of the Gloucester fishermen, for whom he is interesting himself greatly in the effort to secure concessions at Canadian ports.

Mr. Nickerson was here Sunday, the guest of Capt. Reuben Cameron, and had the pleasure of attending the reception to the Master Mariners Association given by Hon. A. Platt Andrew at his picturesque Eastern Point home and there had an opportunity to consult with the latter regarding the progress of a plan in which they are both very much interested, that of securing concessions for our fishermen and vessels at Canadian and Newfoundland ports.

Mr. Nickerson's letter gives such a clear idea of the Modus Vivendi and how and why it was adopted, together with some points not generally known that it is here published in full:—

463 Meridian St., East Boston, Mass.
A. L. Millett,
Gloucester, Mass.

Dear Mr. Millett:—I was extremely sorry to miss the opportunity of a hearty hand-shake during my late visit to your city. I was at Capt. Cameron's most of the time, but managed to see the skippers on Sunday. I am highly pleased with the friendly greeting I always receive in Gloucester. In fact, I was a guest of Mr. Andrew, by special invitation, during the fishermen's meet on Sunday, at his picturesque estate. Personal acquaintance with Mr. Andrew will stimulate me to stronger effort, if anything, to secure fair treatment for your fishing fleet.

At this stage of the agitation, which was begun in right good earnest, only a little while ago, I am hopeful that our government will be led to revise that fishery license order, which has been renewed yearly ever since the drafting of the abortive Bayard-Champlain treaty. In fact, the basis of this agreement, the so-called "Modus Vivendi," as you are aware, was tacked on to the treaty in the shape of a protocol in order that the New England fishing vessels, then ready to sail on the spring trips, might avail themselves, for the time being,

by paying the specified fee, of the privileges and concessions set forth in the treaty, pending its ratification by the three signatory powers, for Great Britain at that period was a party to such conventions.

Well, when the whole scheme fell through, I remember there was some slight resentment in Canada, that is in official circles, but in the maritime provinces and among the people more directly concerned in the fisheries clause of the failed treaty, there was more regret than anything else, for they knew by past experience—under the old reciprocity compact, for instance—that the stipulated port privileges would redound to their own advantage, as well as to that of their best customers. And this conviction was so general, and so openly expressed in some localities, that the Dominion government, although at first inclined to rub out every trace of the negotiations, was finally led, as a matter of prudence to put that protocol on trial for one year, and watch the results.

It must have been acceptable to our shore people. At least there was no complaint, and it became a sort of standing order, though liable to be revoked at any time, without the ordinary notice, as it was not in the nature of a convention, but merely a voluntary act on the part of Canada.

When the Fishermen's Union of Nova Scotia was organized in 1905, that body strongly memorialized the Dominion government in favor of reducing the license fee, so as to prevent freer intercourse, and I have reason to believe their argument had considerable weight with the executive which afterwards made these very concessions a plank in the reciprocity platform.

At one time, certain fish firms in our province, from purely selfish interests, insisted on the abrogation of the "Modus Vivendi" altogether, but the Fishermen's Union got the best hearing, and the firms had to drop their weak contention.

It should be noted that when the United States acquired Porto Rico, the Maritime Board of Trade, at its annual convention, speaking for all three of the maritime provinces, put itself on record as willing to offer the ordinary port privileges, free, and also the use of our territorial waters in exchange for free fish in Porto Rico. It does not seem creditable that such a well-balanced body will now go back on its record.

At one time a notion prevailed that if foreign fishing craft were allowed

to land fares or fit out in our port the domestic fisheries would be injured in some unaccountable manner but since the Grimsby beam trawler have been given the free use of our harbors for their base of operation and sell their fares in the domestic markets, competing with the home producers, we have heard very little of that cry of "wolf." Altogether, the time is ripe for pressing our case at Ottawa. I notice some of the papers supporting the government, are giving more than usual attention to the subject, and favoring it to some extent.

I set out with the intention of sending my regrets at not seeing you, and now find that I have gone to great lengths. If there is anything in what I have written which might in any way be worth publishing, go ahead and welcome. Also accept my thanks for referring in former issues, to my humble efforts in a good cause.

Faithfully yours,

M. H. NICKERSON.

HAS MARKET ALL TO HIMSELF

**Capt. Thomas Brings Sylvania
to New Pier With 100,
000 Pound Fare.**

The Boston market was nearly depleted of arrivals this morning, only two fares being reported at the new pier up to 9 o'clock.

Sch. Sylvania, Capt. Jeff Thomas brought a nice trip, hailing for 98,000 pounds mixed fish and 2000 pounds fresh halibut. The other fare was Sch. Stranger from the shore with 500 pounds.

Wholesale prices at the opening were \$3.35 to \$4.50 a hundred pounds for haddock; \$3.50 to \$4.75 for large cod; \$3 for market cod; \$3 to \$5 for hake, \$3.50 for pollock and \$1.75 for cusk.

Boston Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Sylvania, 45,000 haddock, 26,000 cod, 1500 hake, 25,000 cusk, 2000 halibut.

Sch. Stranger, 900 haddock, 600 cod, 1100 hake, 2000 cusk, 400 halibut.

Haddock \$3.35 to \$4.50 per cwt. large cod, \$3.50 to \$4.75; market cod, \$3; hake, \$3 to \$5; pollock, \$3.50; cusk, \$1.75; halibut, 17½ cents for white and gray.

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Dogfish Plant on Puget Sound.

A dogfish oil and fertilizer expressing plant, the first of its kind on Puget Sound, has been established at the north end of Fox island by R. V. Thompson of Tacoma. The capacity of the plant is 10 barrels of oil and several tons of fertilizer a day, and will later be materially enlarged.